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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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25 YEAR RE-REVIEW

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REPORT

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COUNTRY Rumania

DATE DISTR. 6 Oct. 1954

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A. 1. Name: MS FRIEDRICH ENGELS 2. Type: Cargo 3. Tonnage or load: c. 5,000 tn. 25X1

4. Age: Built 1930 in Leningrad 5. Speed: 7 to 8 knots in good weather.

6. Engines and Screws: Single-screw (MAN), 1,600 hp., double-stroke engine repaired in Constanta in 1952.

7. Holds: 5 holds with twin decks. 8. Winches and Cranes: All electrically driven; holds #3 and #4 had 5-tn. winches and two Jumbo derricks of 20 tn. each; remaining holds had 3-tn. winches.

9. Navigation Instruments: Sperry gyrocompass, submerged log, Mackay direction finder, and degaussing coil with correction coils for compasses.

10. Life-saving Apparatus: Two lifeboats each with a capacity of 45 persons; portable radio transmitters.

11. Ports: 12. Crew: Usually 35. 25X1

13. Captain: Virgil GHEORGHIU.1.

14. Gun Mountings: None. 25X1

B. 1. Name: SS PLEHANOV 2. Type: Cargo 3. Tonnage or load: c. 4,500 tn.

4. Age: Built 1900 5. Speed: 7 knots in good weather. 25X1

6. Engines and screws: Steam-driven engine with triple expansion; 1,200 hp. coal-burning.

7. Holds: 4 holds with twin decks. 8. Winches and cranes: Steam-driven winches of 3 tn. each

9. Navigation Instruments: Magnetic compass, sounding machine, and a Redifon direction finder.

10. Life-saving apparatus: Two large and two small lifeboats; no lifeboat transmitter, projector, or motorboat.

11. Ports: July 1954, allowed to sail only in the Black Sea since 25X1

12. Crew: 45 13. Captain: Constantin COTET.1. 14. Gun Mountings: none

15. Remarks: A very old ship with bad stability; very difficult to load as it had too many supports in the holds.

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C. 1. Name: SS DIMITROV 2. Type: Cargo 3. Tonnage or load: c.4,500 tn.
 4. Age: c. 1920 5. Speed: about 8 knots in good weather.
 6. Engines and screws: Steam-driven engine; oil-burning. 7. Holds:
 possibly 5 with twin decks.
 8. Winches and cranes: Steam-driven. 9. Navigation Instruments:
 Magnetic compass; direction finder was defective; no radar or gyrocompass.
 10. Life-saving apparatus: Details unknown. 11. Ports: 25X1
 12. Crew: About 35.
 13. Captain: No captain a/o June 1954.
 14. Gun Mountings: None 15. Remarks: Undergoing general repair in Constanta.

D. 1. Name: SS BEREZINA 2. Type: Cargo 3. Tonnage or load: 3,500 to 4,000 tn.
 4. Age: it was built in 1926
 5. Speed: 8-9 knots in good weather. 25X1
 6. Engines and screws: Steam-driven engine; formerly coal-burning.
 7. Holds: Four. 8. Winches and cranes: Steam-driven.
 9. Navigation Instruments: A direction-finder and a Soviet-made gyrocompass which is out of order because of missing parts. 25X1
 10. Life-saving Apparatus: Unknown. 11. Ports: 25X1
 12. Crew: Due to engine modifications, the crew is probably now about 35.
 13. Captain: Titus STANESCU (July 1954) 14. Gun Mountings: Two observed on each side, aft of the funnel.
 15. Remarks: After completion of general repairs the ship 25X1 will have complete hull repairs in Constanta.

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E.& 1. Name: MS MANGALIA 2. Type: Both Cargo 3. Tonnage or load:
 F. MS CONSTANTA c. 450 tn. each.

4. Age: Both built 1951 in Budapest 5. Speed: 8-9 knots each in good weather

6. Engines and screws: Diesel engines, about 600 hp.; one ship has right side turning engine, the other left side. 25X1

7. Holds: Two each 8. Winches and cranes: Electrically-driven, 1.5 tn. each.

9. Navigation Instruments: Both had magnetic compasses, sounding machines, and direction finders. 25X1

10. Life-saving apparatus: Two life boats each.

11. Ports: Black Sea 25X1

12. Crew: 22 each. 13. Captains: MANGALIA: 14. Gun Mountings: None. 25X1
 CONSTANTA:
 May-July 1952 - Ion ANGELESCU

15. Remarks: Sister ships; have no double bottom.

G.& 1. Name: MS MIDIA 2. Type: Both Cargo 3. Tonnage or load:
 H. MS SULINA 450 tn. each.

4. Age: Both built 1951 25X1

5. Speed: 8-9 knots each in good weather.

6. Engines and screws: Both have Diesel engines. 7. Holds: 2 each

8. Winches and cranes: Electrically-driven, 1.5 tn. each.

9. Navigation Instruments: Both had magnetic compasses and a direction finder. 25X1

10. Life-saving apparatus: Two life boats each.

11. Ports: Black Sea 25X1

12. Crew: 22 each.

13. Captains: MIDIA: Adrian SERESCU. 1. 14. Gun Mountings: None.
 SULINA: Unknown.

15. Remarks: Sister ships; have no double bottom. These two ships have stronger hulls than those of the MANGALIA and CONSTANTA. The captains of these ships were subject to frequent change.

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I. 1. Name: SS ARDEAL 2. Type: Cargo and passenger 3. Tonnage or load: c. 7,000 tn.;
cabins for 60 persons

4. Age: Bought [] before World War II. 5. Speed: About 25X1
10 knots.

6. Engines and screws: Steam-driven engine and two small turbines to
increase the speed by one knot.

7. Holds: Twin decks and shelter decks. 8. Winches and cranes: All
winches were steam-driven.

9. Navigation Instruments: A [] gyrocompass, submerged log
and an [] direction finder. 25X1

10. Life-saving apparatus: No portable radio transmitter or motorboat.

11. Ports: [], Rumania, Poland, Red Sea ports, [] and
Murmansk. This ship was one of the best Rumanian cargo ships 25X1
together with the FRIEDRICH ENGELS and DIMITROV, sailing
in the Atlantic.

12. Crew: about 50. 13. Captain: Ilie DROCAN¹. 14. Gun Mountings:
Unknown

15. Remarks: In spring 1954, was being repaired in Constanta because
its submerged log was damaged at Elba.

J. 1. Name: MS TRANSILVANIA 2. Type: Passenger 3. Tonnage or load: 540
passengers.

Age:
4. Built in 1938 [] 25X1

5. Speed: 20 knots usually that could possibly be increased up to 21.5.

6. Engines and screws: Twin screw, two Diesel engines up to 12,000 hp.,
which in emergencies could be increased up to 14,500 hp.

7. Holds: Four holds, no twin deck, one refrigerating hold with a capacity
for about 50 tn. of meat or other foods.

8. Winches and cranes: All electrically driven; derricks for holds #1 and
#4; cranes for holds #2 and #3.

9. Navigation Instruments: No radar or gyro compass; used magnetic
compass; fitted with an [] direction finder 25X1
electrical sounding equipment was defective.

10. Life-saving apparatus: Eight lifeboats with a capacity of 78 persons,
one yawl, and one motorboat; no portable radio
equipment. It was anticipated that the radio
lifeboat transmitter from the DIMITROV would
be given to the TRANSILVANIA.

11. Ports: 1950-52, regular trips from Constanta to []
From 1952 to present, sails from Constanta 25X1
to Odessa, Varna (now Stalin), Bulgaria, and Durres, Albania,
with passengers, mail, and cargo,

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12. Crew: 1950-52: c. 130; since 1952: c. 70.

13. Captain: Gheorghe POPESCU.

14. Gun Mountings: Four screened gun mountings near holds #2 and #3 which were covered with wood. 25X1

15. Remarks: This ship was scheduled for general repairs [redacted] in 1955 because of lack of parts in Rumania. While transporting [redacted] up to 1,000 passengers 25X1 were accommodated. Minor repairs on the ship were done by the crew. There were four classes: first, second, and third, as well as a luxury class. Fares were considered high as compared to comparable ships of other countries.

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